

MR. MARSH'S LECTURES

here is distinctly stamped; Freedom or Slavery is the question, and to us Germans, the choice will not be difficult. The earlier we commence with the enemy so much the easier and quicker will the struggle end; and we are decidedly of the opinion that any false naming of parties, or deception about the issue, or any maneuver of that sort, will not be of the least use. Let the Germans in this State be mindful of this; let the press do their part for the realizing of this plan, and the hour of redemption is not far away.

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We have been requested by our country friends to give some information in regard to the various routes to California and the Pacific Territories. At present there are four ways of reaching the Golden State, viz: the New-York, the New-Orleans and Havana, the Isthmus of Tehuantepec, and overland.

The United States Mail Steamship line, from this port, dispatches a steamer from New-York for Aspinwall on the 5th and 20th of each month, and another steamer from San Francisco on the same days. The passengers are conveyed across the Isthmus of Panama by railroad, and re embark in one of the Pacific Mail Steamship Company's steamers in waiting at Panama for San Francisco. Passengers by this line are guaranteed every necessary and comfort usually afforded on steamships. The fare is not fixed. At certain seasons of the year, when travel is greatest, the fare is advanced in proportion. In the Spring and Fall, extra steamers are dispatched on the 3d and 17th of the month from this port, connecting at Havana with the Aspinwall steamer, there transferring their passengers to her, and thence proceeding to New-Or-

The line from New-York is amply supplied with steamships, both on the Atlantic and Pacific. The through trip averages about 22 days. Fare:

Cabin.....	\$250 to \$300
Second cabin.....	175 to 200
Stowage.....	100 to 140

A steamer leaves New Orleans twice a month, on the same days as from New York, transferring her passengers at Havana to the mail steamship Grenada for Arpinwall. Passengers by this line reach the isthmus at the same time as those from New York, and take the same steamship with them on the Pacific side for San Francisco. The fare by this route is the same.

as by the way New-York. The Tehuantepec steamer Quaker City leaves New-Orleans for Minatitlan on the 12th and 27th of each month. The trip to Minatitlan occupies 48 hours. Thence the iron steamer Succhi conveys passengers up the Succhi River about 130 miles. Thence by mules and stages they cross the Isthmus of Tehuantepec to Ventosa, a distance of 130 or 140 miles. At Ventosa they embark on the steamer Oregon for Acapulco, the trip thither lasting 36 hours, and they are there taken up by the Pacific mail steamship from Panama, and carried on to San Francisco, with the New-York and New-Orleans passengers. The through trip by way of Tehuantepec is made in 15 days. We have no bean able to learn the fare.

Overland passengers by the mail route leave St. Louis in the mail stage on Monday and Thursday of every week, at 8 a. m. Only one stage is sent through at a time at present, the trip lasting about 25 days. It was thought that the President's Message would get through in 17. The route is by St. Louis to Fort Smith, Arkansas on the Arkansas River; thence to

through the Indian territory, across Red River, to Sherman, Texas; thence by Forts Belknap and Chadbourne, to the head of the Concho River;

thence across the Llano Estacado Desert to the Pecos River, and by way of Delaware Creek, through the Guadalupe Pass, to Franklin, opposite El Paso, Texas; thence through the Mesilla

Valley, along the southern boundary of Arizona, through Tucson, to Fort Yuma, on the Colorado; thence by Fort Tejon and Los Angeles, to San Fran-

cisco. Passenger travel at present by this route is very limited, the stages accommodating six persons only. Travelers by the Overland Mail wagons must furnish their own food and blankets. Particulars may

be obtained of the Overland Mail Company, in the new Express building in Hudson street, New-York.

The Nicaragua route is not yet open.

A VISIT TO THE YACHT WANDERER.
Correspondence of The Philadelphia Press.
Continued from page 1.

The Wanderer and the revenue cutter J. C. Dobbin now lie near each other in the stream, opposite to our city. This afternoon, by the courtesy of the officers of the J. C. Dobbin, I was enabled to visit this now too

famous craft, the Wanderer. She is a perfect model. A schooner of two hundred and twenty-five tons, very sharp, tall masts, immense yards and sails—she was built for fast sailing, and she does it. The lieutenant

The Wanderer is well known in New-York. She once, I believe, belonged to the yacht club, and was

owned by a Colonel Johnson. That gentleman was in command of her at the regatta at Brunswick, Georgia, about one year ago. I saw the flag of the New-York Yacht Club on board of her this afternoon. She is

fitted up as yachts generally are, very elegantly. The cabin and the captain's state-room are even luxurious. Mirrors, satin-wood furniture, damask and lace curtains, elegant framed engravings, Brussels carpets, a library of choice books, expensive nautical instru-

library or choice books, expensive musical instruments—these form the attractive features of the "yacht." The slave-deck, where human beings were packed "spoon fashion," muskets, pistols, boarding pikes, large water-tanks, all betray the disgusting and

horrible nature of the last voyage of the "slaver."

Considering the small size of the schooner, which was built only for pleasure, and with no view to the accommodation of a cargo, it seems almost incredible

but so many living beings could have been carried in her; and if no more than three hundred were imported—it is thought there were even a greater number—the close packing must have been horrible, and this voyage of the beautiful pleasure yacht *Wanderer* was one

The retreat of the "gallant" Capt. Corrie from his craft must have been rather precipitate, for he left

This *first* attempt to import Africans into Georgia is the act of a few daring, reckless individuals. As it is

the first, so will it be the last attempt. Though apparently successful, as a remunerative speculation it has failed. The sense of our city, and of our whole State, condemns it. Many of the miserable victims have

died since landing, from pneumonia and pleurisy. The costs of prosecution will be heavy to those concerned; the loss of the vessel, which will undoubtedly be condemned, and the many who are to share the proceeds of the sale will absorb all the profits and perhaps

the sales, will absorb all the profits, and perhaps more beside. The attempt will not be repeated. Much credit is due to the officers of the Government for the vigorous manner in which they have prosecuted this case. Joseph Ganahl, the United States District

Attorney, is assisted by the distinguished and accomplished Henry R. Jackson. It is their determination that none, either nearly or remotely connected with it, shall escape. At first the prosecution was treated

lightly by those arraigned, it was thought to be a mere form of law, if not a mere farce. But the vigor and earnestness of the officers, who are backed by the full power of the Government, have put a different complexion on the case.

CANAL LETTINGS.—The contracts for keeping in repair certain sections of the Erie, Oswego, Chemung and Chenango Canals were awarded to the lowest

bidders, at Syracuse, on Wednesday. A large crowd of bidders were in attendance. The names of those published, with their respective bids, number 48 for the Oswego Canal, 29 for the Chenango, 28 for the Erie, 27 for the Delaware and Hudson, 26 for the Delaware and Maryland, 25 for the Delaware and Pennsylvania, 24 for the Delaware and Virginia, 23 for the Delaware and North Carolina, 22 for the Delaware and South Carolina, 21 for the Delaware and Georgia, 20 for the Delaware and Florida, 19 for the Delaware and Alabama, 18 for the Delaware and Louisiana, 17 for the Delaware and Mississippi, 16 for the Delaware and Arkansas, 15 for the Delaware and Missouri, 14 for the Delaware and Illinois, 13 for the Delaware and Indiana, 12 for the Delaware and Ohio, 11 for the Delaware and Kentucky, 10 for the Delaware and Tennessee, 9 for the Delaware and Alabama, 8 for the Delaware and Georgia, 7 for the Delaware and Florida, 6 for the Delaware and Alabama, 5 for the Delaware and Georgia, 4 for the Delaware and Florida, 3 for the Delaware and Alabama, 2 for the Delaware and Georgia, 1 for the Delaware and Florida.

Chemung, 74 for section 7 and 55 for section 5 of the Erie Canal. Several of the names are repeated in the different lists. We notice some of our Canal men are among the disappointed. The following are the lowest bidders:

Section 7, Erie Canal, T. J. Vanderbilt.....	\$2,473
Section 9, Erie Canal, A. M. Root.....	4,935
Chenango Canal, J. W. Holmes.....	4,930
Oswego Canal, John Volk.....	5,969
Chemung Canal, J. BeBowa.....	12,730

THE DIFFERENCE.—Robert Morris, the colored lawyer of Boston, bargained for a residence in Carysville, but the select white inhabitants of that locality demonstrated with the owner of the property and pre-

him from making the sale. At the sale in the parish of Iberville, on the Mississippi, of the estate of the late Samuel Harrison, a few weeks since, there were assembled a large number of the neighboring

planters, and it is one of the wealthiest and most fashionable neighborhoods in the State. The plantation and negroes were offered in a lump, and a spirited bid ensued. Finally the property was knocked down to a gentleman from New York for \$200,000. After the sale the

price Negro for the sum of \$200,000. After and over the price was commented on, but there was neither a word nor a look of disapprobation.